

**OMNI-DIRECTIONAL DEPARTURE****LAKSELV/Banak  
RWY 16****RADIO COMMUNICATION  
FAILURE:**

Squawk A7600. Climb on track 161° to 7000 FT, then proceed in the most direct manner possible to join the CPL route, climbing to the CPL cruising LVL. ACFT under vectoring shall, after set transponder to A7600, proceed the most direct route to join the CPL route, climbing to the CPL cruising LVL.

**CLOSE-IN OBSTACLES:**

Rising terrain from THR 34 to 0,5 NM from THR 34 requires more than 6,6 % climb gradient, and must be avoided visually or by other means.

**VECTORING/  
DIRECT ROUTING:**

When being vectored or cleared for DCT routing, the climb gradient(s) stated in Omni-directional departure "RESTRICTIONS"-table apply.

**MAGNETIC VARIATION:**

11.5°E (2015)

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>OMNI 2J</b>  (OMNI-DIRECTIONAL TWO JULIET DEPARTURE)	Climb on track 161°. Expect further clearance from ATC.  MNM turn ALT 5000 FT.	MNM climb gradient 6.6% (401 FT/NM) to 4000 FT to stay within controlled airspace and/or due to ATC restriction. (For OBST reason MNM climb gradient 6.6% (401 FT/NM) to 2900 FT)  If unable to comply, inform ATC.	7000 FT	As instructed by Banak TWR.